

County of San Diego TIF Update (2012)
TIF Eligible Facilities (State)

CPA	Name	Segment ¹		Segment Length (Miles)	E+OG ² Required Classification	E+OG Improvement Cost (Millions) ³	ME Classification	ME Improvement Cost (Millions) ⁴	TIF Cost ⁵	TIF % ⁶
		To	From							
South										
Jamul-Dulzura	SR-94	CPA Boundary	Jefferson Rd	2.92	4.1B	\$10.89	4.1A	\$23.31	\$12.42	53%
	SR-94	Jefferson Rd	Melody Rd	0.88	2.2C	\$0.00	4.1A	\$7.03	\$7.03	100%
	SR-94	Campo Rd	Campo Rd	0.42	4.1B	\$1.57	4.1A	\$3.35	\$1.79	53%
Valle De Oro	SR-94	Singer Ln	CPA Boundary	1.11	4.1B	\$6.34	4.1A	\$11.10	\$4.76	43%
North										
Fallbrook	SR-76	Granit Quarry Entrance	Couser Canyon Rd	0.79	4.1B	\$5.58	4.1A	\$8.99	\$3.41	38%
	SR-76	Pankey Rd	Granit Quarry Entrance	0.50	4.1B	\$3.53	4.1A	\$5.69	\$2.16	38%
North County Metro	SR-76	17th St	Bear Valley Rd	0.44	2.2C	\$0.00	4.1B	\$3.11	\$3.11	100%
	SR-76	Bear Valley Rd	Old San Pasqual Rd	0.96	2.2C	\$0.00	4.1A	\$10.21	\$10.21	100%
East										
Mountain Empire	SR-188	SR-94	International Boarder	1.86	2.2E	\$0.00	4.1A	\$21.16	\$21.16	100%
Ramona	SR-67	Dye Rd	Boundary Ave	1.64	4.1B	\$6.12	4.1A	\$13.09	\$6.97	53%
	SR-67	Mussey Grade Rd	Archie Moore Rd	2.31	4.1B	\$12.84	4.1A	\$22.75	\$9.91	44%

Notes:

- ¹ To-From segment extents are to the nearest cross street which may not exactly match the identified TIF segment length.
- ² E+OG: Improvements required due to existing deficiencies, external through trips and/or external growth - The California Mitigation Fee Act (Government Code §§ 66000-66025) prevents money collected from new development, via an impact fee program, be used to address existing deficiencies. New development within the County is also not responsible to mitigate cumulative impacts associated with growth outside of the County. Therefore, the roadway improvements required due to existing roadway deficiencies and/or growth outside of the unincorporated County are not eligible for TIF funding.
- ³ Projected cost of improvements required due to with existing deficiencies, external through trips and/or outside growth.
- ⁴ Projected cost to improve to ME Classification from existing Functional Classification.
- ⁵ TIF funding available for ME improvement.
- ⁶ Percent of full ME Improvement Cost in which the TIF program will fund.
- ⁷ Total TIF Program Cost is made up of the following:

State Facility Improvements (State Highways and Freeway Ramps)	\$96.72 Million
Regional Arterial System Improvements	\$250.43 Million
County Regional Facility Improvements (4+ lane roadways)	\$159.12 Million
County Local Facility Improvements (2-lane roadways)	<u>\$79.06 Million</u>
Total TIF Program Cost	\$585.33 Million

- ⁸ The TIF program currently (as of March 28, 2012) has a fund balance of \$14.026 million and has committed \$17.606 million to the construction of programmed TIF improvements or the reimbursement of already constructed TIF improvements. It is also assumed that the right-of-way for some TIF improvements will be dedicated by future development (assumed to be worth \$52.421 million). The calculation of Total Net Program Cost is displayed below:

Total TIF Program Cost	\$585.33 Million
Prior Commitments	+ \$17.606 Million
Current Fund Balance	- \$14.026 Million
Right-of-Way Dedications	- <u>\$52.489 Million</u>
Total Net Program Cost	\$536.421 Million